



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

Latitudes and Longitudes observed by Mr. George Smith in 1826-7.

Port of Iquique, centre	°	′	″	S.	°	′	″	W.
of island	20	12	30	70	14	30	W.
Huantajaya	20	14	0	70	7	0	
Matilla	20	31	22					
Pica, church	20	30	8	69	24	0	
Huatacondo	20	57	51	69	0	3	
Mamiña	20	4	48	69	13	0	
Tarapacá, Town ..	19	56	0	69	35	0	
Zipisa	19	36	6	69	16	30	
Sotoca	19	36	18	69	15	30	
Chiapa	19	32	19	69	13	0	
Sibaya	19	47	33	69	9	0	
Pisagua, Pichalo Pt.	19	36	30	70	9	0	
Camina	19	17	9	69	18	0	
Loa	21	28	0	70	6	15	
Maní	21	10	0	69	14	0	
Tirana	20	21	27	69	43	30	
La Noriá, the Maquina,								
1854	20	22	0	69	54	30	

2. *Remarks of M. LUCIEN DE PUYDT on the Discussion at the Evening Meeting of 13th January, in a Letter to the President.*

To SIR R. MURCHISON, Bart., *President of the Royal Geographical Society, London.*

SIR,

41, Rue de Douai, Paris, 21st February, 1868.

I received a few days ago the "Slip of Meeting" of the Royal Geographical Society for the 13th January, 1868, and I cannot thank you enough for the interest you have shown in my labours in the Isthmus of Darien.

But there is a point of the highest importance to which I must call your attention and that of the Society, as it seriously affects the possibility of cutting a ship-canal across the Isthmus of Darien. This is an erroneous statement, though evidently loyal and sincere, made by Captain Bedford Pim, against which it is my duty to protest.

I read in the slip:—

"Captain BEDFORD PIM. It was not his intention to enter into any criticism upon the exploration, because there was a practical difficulty in carrying out the canal scheme across that part of the Isthmus of Darien, which he thought was insurmountable. By the Panama Railway Concession, which has just been passed, dated the 16th of August, 1867, reforming the Contract of April 15th, 1850, the Government of New Granada had bound itself not to construct, or to concede to any person or company the right to construct, a railway or an oceanic canal in the territory to the westward of a line drawn from Point Escoces on the Atlantic to Point Garachine on the Pacific, which would include the Pacific terminus of M. de Puydt. So that, without the permission of the Panama Railway Company, it was impossible for any one to make a canal, even supposing," &c., &c.

In all this there is a profound mistake, not in the fact itself, but in the inferences drawn from it.

The following is an extract from the text of the Contract passed the 16th August, 1867, as printed in the 'Diario Oficial' of Bogotá:—

"El Gobierno no podrá comprender por sí, ni permitir que persona alguna comprenda sin acuerdo i consentimiento de dicha Compañía (Panama Railway

Company) la apertura o explotacion de nign canal maritimo que comunique los dos Oceanos al travis del espresado Istmo de Panama, al Oeste de la linea del Cubo Tiburon en el Atlántico i Punta Garachine en el Pacifico. Pero quedo estipulado que el derecho que se concede a la Compañia para su consentimiento, no se estiende a que pueda oponerse a la construccion de un canal al travis de l'Istmo de Panama (escepto en la ruta del Ferro-Carril), sino solamente, que pueda exigir un precio equitativo por tal privilegio, i como indemnizacion por los daños que pudiera sufrir la Compañia del Ferro-Carril por la concurrencia i la competencia del canal."

The position of the matter, according to this contract, is as follows :—

1st. It is prohibited to construct a canal on the line of the Railway of Panama, or within the lands conceded to the Company near the railway.

2nd. But the Government retains the right, and can concede the same to companies or an individual, to construct a ship-canal to the westward of the line drawn from Cape Tiburon to Point Garachine (except on the line of the railway) but with obligation to pay an equitable indemnity in favour of the Panama Railway Company.

3rd. It has an absolute right, and without exception, to construct a ship-canal to the eastward of the line aforesaid, without obligation to pay any indemnity to the Panama Company, but with this precise condition,—that the two termini, or any part of the canal, shall not pass to the westward of the line from Cape Tiburon to Point Garachine.

Now, the line of canal which I have proposed as a consequence of the exploration narrated in my paper, has its eastern terminus at Port Escondido, or at the mouth of Tanela River (Atlantic side), and the western one in the channel itself of the River Tuyra, near the mouth of Chucunaque River; this is about 20 miles distant to the eastward of the line of delimitation, where ceases the right of the Panama Railway Company.

It is, then, between those two extreme points that has been settled the delineation of the Columbian Canal. From the western terminus the navigation and "transit" are free, without any exception, and cannot be the subject of any privilege or restriction. The waters of rivers, lakes, &c., and their use, are the property of the Republic, and never could be alienated in favour of any person or company.

The "transit" by the channel of the Tuyra River is entirely free to every one, from the western terminus of the canal to the Pacific Ocean, crossing the Gulf of San Miguel.

The Panama Railway Company has, besides, offered conclusive proof of the existence of entire liberty to navigate the waters. The railway crosses through the two valleys of the *Chagres River* and *Rio Grande*, cuts many times and goes over these two rivers on various points: notwithstanding, the Company has no right, and does not exercise the right, to prevent the transport of men or wares by means of canoes, *pirogues*, rafts, &c. This daily transport has no great importance, it is true, but it is the sanction, upon a privileged territory, of the right of free navigation according to the laws of the Republic.

With regard to the heights, &c., given in my memoir, I stated that they were only approximate, and explained why I could do no more. I know perfectly well that a new survey by engineers and practical men would be necessary to determine in a definitive manner the height of the depression of the summit-level; but I confidently believe the altitudes I have given to be near the truth.

I would desire to state to the Royal Geographical Society, over which you preside, that if a new scientific expedition should be resolved upon in these

rich countries of the Isthmus, I would volunteer for the honour of being the guide to the new explorers through these forests, which I know well, having long lived in their midst.

I am, Sir, your most obedient Servant,

LUCIEN DE PUYDT.

3. *Progress of the French Survey Party in exploring the Sources of the Cambodia River.* Extracts from Reports by Colonel ALBERT FYTCH, Chief Commissioner of British Burmah, to the Secretary to the Government of India.

Rangoon, 9th August, 1867.

I HAVE the honour to report, for the information of his Excellency the Viceroy and Governor-General of India in Council, that I have learnt that the French survey party, which left Saigon four or five months ago to explore the course of the Cambodia River, have reached the Shan States tributary to Yunan to the eastward of Bamo. They wrote from Mainglon or Maingla, to the Court of Ava, requesting permission to visit Mandalay, and a favourable reply has been sent, inviting them to visit the Burmese capital. The invitation to the party left Mandalay about the 31st July last.

The course laid down for the survey party was to ascend the Cambodia River, and follow its course along its banks as far as the Chinese frontier, and then to turn to the west, endeavouring to reach Bamo or some other place in the valley of the Irrawaddy. The town named Mainglon, or Maingla, is about north latitude $24^{\circ} 30'$ and east longitude $98^{\circ} 40'$, $98^{\circ} 15'$, $98^{\circ} 5'$, there being three towns named respectively Mainglon, Mainglon,* and Maingla, of the longitudes approximately given above. These towns are all on the main road from Tali, or Talifoo, *viâ* Yunchang to Bamo; the first of the three being on the route from Yunchang, Meinmo, and Bamo, the other two being on the route from Yunchang, Momein, and Sanda, or alternatively Moroun to Bamo. Practically, however, they are all much the same distance from Bamo, about a degree and a quarter to the eastward, and separated from that town only by the Kakhyen Hills. Their route up the Cambodia River must have been a successful one if they succeeded in following its course as high as Yunchang, the point from which they have apparently struck westward to Bamo.

27th January, 1868.

I HAVE to report that nothing has been heard of the party since its arrival at Kyan Hung. When at Mandalay I was informed that a letter had been received from the Tsanbwa of Kyan Hung, reporting the arrival of the mission there, and soliciting instructions whether the mission was to be allowed to pass through his territory, and his Majesty sent orders to the effect that they were to be permitted to proceed in any direction they pleased.

From no information having been received of their whereabouts since, I imagine they must have proceeded as far up the Cambodia River as possible, and then diverged into the track of the caravans, which leave the province of Sz'chuen yearly for the large trading mart of Hankow, situated at the mouth of the Han River, at its juncture with the Yangtse-Kyang.

A caravan has lately arrived at Mandalay, *viâ* Theinwee. They have heard nothing of the French mission; but this is not likely, if they have taken the route I now suppose they have, as the caravan comes from the north-western Yunan, whereas the French party, if it did pass through any part of Yunan, would traverse its south-eastern portion.

* Two towns of the same name.